

Heloise

158-530

# Portland Electric Power Company

## INTERURBAN LINES

# 23 TIME TABLE



Effective Sunday, April 8, 1928, at 2:00 o'clock A. M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

W. H. LINES  
VICE PRESIDENT

G. C. FIELDS  
SUPERINTENDENT

Handwritten calculations in a box:  
137.00  
470.13  
10.54  
-----  
245.99  
198  
472

Handwritten: 66) 90.50 / 137

Handwritten calculations:  
116) 107.64 / 91  
-----  
11.98  
11.98  
-----  
0.00

Handwritten notes and calculations on the right side:  
70.5  
48  
53 3/4  
8/10  
7/4  
1/6  
3/4  
5.67  
58.32  
6) 58.86  
980  
11/16  
1/5  
980  
12740  
750  
1940

OREGON CITY DIVISION—BETWEEN PORTLAND AND OREGON CITY—SOUTHBOUND

FIRST CLASS												Distance from Portland	Time Table No. 23 APRIL 8, 1928 STATIONS	FIRST CLASS									
100	102	300	104	106	108	110	8	112	10	114	116			402	118	120	12	122	124	14			
Oregon City Local	Oregon City Newspaper Special	Cazadero Fishermen's Special	Oregon City Local	Oregon City Local	Oregon City Local	Oregon City Mail	Cazadero Mail and Express	Oregon City Local	Gresham Local	Oregon City Local	Oregon City Local			Bull Run Local	Oregon City Local	Oregon City Local	Gresham Local	Oregon City Local	Oregon City Local	Lents Jet. Local			
Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily			
AM 12.05	AM 4.40	AM 5.00				AM 6.30	AM 6.45	AM 7.10	AM 7.40		AM 7.45	AM 8.15	AM 8.45	AM 9.00	AM 9.30	AM 9.45	AM 10.00	AM 10.30	AM 10.45				
12.11	4.45	5.07				6.37	6.53	7.17	7.47	0.82	DN... 7.52	8.22	8.53	9.07	9.37	9.53	10.07	10.37	10.53				
12.18	4.52	5.14				6.44	6.59	7.24	7.54	3.93	DN... 7.59	8.29	8.59	9.14	9.44	9.59	10.14	10.44	10.59				
12.21	4.56	5.18	AM 5.27	AM 6.00	AM 6.14	AM 6.48	M 7.05	7.28	7.58	5.02	DN... 8.03	M 8.33	M 9.05	9.18	9.48	10.03	10.18	10.48	11.03				
12.24	4.59	AM	5.30	M 6.02	M 6.17	6.50	AM	7.30	AM	6.10	DN... 8.05	8.35	AM	9.20	9.50	AM	10.20	10.50	AM				
M 12.25	5.00		5.31	6.04	6.18	6.51		7.31		6.36	DN... 8.06	8.36		9.21	9.51		10.21	10.51					
12.29	5.04		5.35	6.08	6.22	6.55		7.35		7.14	DN... 8.10	8.40		M 9.25	M 9.55		M 10.25	M 10.55					
12.32	5.09		5.39	6.12	6.26	7.00		7.40		8.35	DN... 8.14	8.44		9.29	9.59		10.29	10.59					
12.36	5.12		5.42	6.15	6.30	M 7.04		7.44		9.85	DN... 8.17	M 8.47		9.32	10.02		10.32	11.02					
12.37	5.13		5.43	6.16	M 6.32	7.05		7.45		10.35	DN... 8.18	8.48		9.33	10.03		10.33	11.03					
12.39	5.16		M 5.47	6.19	6.34	7.09		7.48		10.99	DN... 8.20	8.50		9.35	10.05		10.35	11.05					
12.42	5.19		5.50	M 6.25	M 6.38	7.13		7.51		11.95	DN... 8.23	8.53		M 9.40	M 10.10		M 10.40	M 11.10					
12.45	5.22		5.53	6.28	6.41	M 7.19		7.54		13.09	DN... 8.27	8.57		9.43	10.13		10.43	11.13					
12.50	5.27		5.58	6.33	M 6.45	7.23		M 8.00		14.00	DN... 8.32	M 9.02		9.48	10.18		10.48	11.18					
M 12.53	M 5.30		M 6.01	M 6.36	M 6.48	M 7.26		M 8.03		14.62	DN... 8.35	M 9.05		M 9.51	M 10.21		M 10.51	M 11.21					
AM	AM		AM	AM	AM	AM		AM			AM	AM		AM	AM		AM	AM					
Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
100	102	300	104	106	108	110	8	112	10		114	116	402	118	120	12	122	124	14				

Southbound Trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Double Track extends from Portland to Knight.  
Yard Limits extend from East Portland to Island. Yard Limits extend from Park Place to Oregon City. Protection as per Rule 99 is required between these points.  
Block Signals are in operation between Knight and Oregon City.

Between Milwaukie and Island and between Park Place and Oregon City all trains will operate under absolute control, prepared to stop if track is occupied.

G. C. FIELDS

W. H. LINES

SUPERINTENDENT

VICE PRESIDENT

OREGON CITY DIVISION—BETWEEN PORTLAND AND OREGON CITY—SOUTHBOUND

FIRST CLASS												Distance from Portland	Time Table No. 23 APRIL 8, 1928 STATIONS	FIRST CLASS									
126	128	16	130	132	18	134	136	20	138	140	22			142	144	404	146	24	148	28			
Oregon City Local	Oregon City Local	Gresham Mail	Oregon City Mail	Oregon City Local	Gresham Local	Oregon City Local	Oregon City Local	Gresham Local	Oregon City Local	Oregon City Local	Cazadero Mail and Express			Oregon City Local	Oregon City Local	Bull Run Local	Oregon City Local	Stanley Local	Oregon City Mail	Estacada Local			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily			
11.00 <sup>AM</sup>	11.30 <sup>AM</sup>	11.45 <sup>AM</sup>	12.01 <sup>PM</sup>	12.30 <sup>PM</sup>	12.45 <sup>PM</sup>	1.00 <sup>PM</sup>	1.30 <sup>PM</sup>	1.45 <sup>PM</sup>	2.00 <sup>PM</sup>														
										0.82	DN... EAST PORTLAND	2.30 <sup>PM</sup>	2.45 <sup>PM</sup>	3.00 <sup>PM</sup>	3.30 <sup>PM</sup>	3.45 <sup>PM</sup>	4.00 <sup>PM</sup>	4.20 <sup>PM</sup>	4.30 <sup>PM</sup>	4.45 <sup>PM</sup>			
										3.11	OAKS	2.37	2.53	3.07	3.37	3.53	4.07	4.27	4.37	4.53			
										1.09	GOLF JUNCTION	2.44	2.59	3.14	3.44	3.59	4.14	4.34	4.44	4.59			
										1.08	HENDEE	2.48	3.05	3.18	3.48	4.03	4.18	4.38	4.48	5.05			
										0.26	MILWAUKIE	2.50	PM	3.20	3.50	PM	4.20	PM	4.50	PM			
										0.78	LAKWOOD	2.51		3.21	3.51		4.21		4.51				
										1.21	OAK GROVE	2.55 <sup>M</sup>		3.25 <sup>M</sup>	3.55 <sup>M</sup>		4.25 <sup>M</sup>		4.55 <sup>M</sup>				
										1.50	NAEF	2.59		3.29	3.59		4.29		4.59				
										0.50	ASHDALE	3.02		3.32	4.02		4.32		5.02				
										0.64	MELDRUM	3.03		3.33	4.03		4.33		5.03				
										0.96	GLADSTONE	3.05		3.35	4.05		4.35		5.05				
										1.14	GREEN POINT	3.10 <sup>M</sup>		3.40 <sup>M</sup>	4.10 <sup>M</sup>		4.40 <sup>M</sup>		5.10 <sup>M</sup>				
										0.91	OREGON CITY	3.13		3.43	4.13		4.43		5.13				
										0.62	CANEMAH	3.18		3.48	4.18		4.48		5.18				
										14.62		3.21 <sup>M</sup>		3.51 <sup>M</sup>	4.21 <sup>M</sup>		4.51 <sup>M</sup>		5.21 <sup>M</sup>				
												PM		PM	PM		PM		PM				
												Daily		Daily	Daily		Daily		Daily				
												126	128	16	130	132	18	134	136	20	138		

Southbound Trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Double Track extends from Portland to Knight.  
Yard Limits extend from East Portland to Island. Yard Limits extend from Park Place to Oregon City. Protection as per Rule 99 is required between these points.  
Block Signals are in operation between Knight and Oregon City.

Between Milwaukie and Island and between Park Place and Oregon City all trains will operate under absolute control, prepared to stop if track is occupied.

OREGON CITY DIVISION—BETWEEN PORTLAND AND OREGON CITY—SOUTHBOUND

FIRST CLASS											Distance from Portland	Time Table No. 23  APRIL 8, 1928  STATIONS	FIRST CLASS							
150	30	152	32	154	34	156	36	158	160	38			162	164	166	40	168	170	42	
Oregon City Limited	Bellrose Local	Oregon City Limited	Gresham Local	Oregon City Limited	Bellrose Local	Oregon City Local	Gresham Local	Oregon City Local	Oregon City Local	Gresham Local			Oregon City Local	Oregon City Local	Oregon City Local	Gresham Mail	Oregon City Local	Oregon City Local	Gresham Local	
*Daily	Daily Except Sunday	*Daily	Daily	*Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	
5.00 PM	5.25 PM	5.30 PM	5.55 PM	6.00 PM	6.20 PM	6.30 PM	6.45 PM	7.00 PM	7.30 PM		7.45 PM	8.00 PM	8.30 PM	9.00 PM	9.45 PM	10.00 PM	11.00 PM	11.35 PM		
5.07	5.33	5.37	6.03	6.07	6.27	6.37	6.53	7.07	7.37	0.82	7.53	8.07	8.37	9.07	9.52	10.07	11.07	11.43		
5.14	5.39	5.44	6.09	6.14	6.34	6.44	6.59	7.14	7.44	3.93	7.59	8.14	8.44	9.14	9.59	10.14	11.14	11.49		
5.18	5.43	5.48	6.13 <sup>M</sup> <sub>29</sub>	6.18	6.38	6.48	7.03	7.18	7.48	5.02	8.03	8.18	8.48	9.18	10.03	10.18	11.18	11.53		
5.20	PM	5.50	PM	6.20	PM	6.50	PM	7.20	7.50	6.10	PM	8.20	8.50	9.20	PM	10.20	11.20	PM		
5.21		5.51		6.21		6.51		7.21	7.51	6.36		8.21	8.51	9.21		10.21	11.21			
5.25 <sup>M</sup> <sub>147</sub>		5.55 <sup>M</sup> <sub>149</sub>		6.25 <sup>M</sup> <sub>151</sub>		6.55 <sup>M</sup> <sub>153</sub>		7.25 <sup>M</sup> <sub>155</sub>	7.55 <sup>M</sup> <sub>157</sub>	7.14		8.25 <sup>M</sup> <sub>159</sub>	8.55 <sup>M</sup> <sub>161</sub>	9.25 <sup>M</sup> <sub>163</sub>		10.25 <sup>M</sup> <sub>167</sub>	11.25			
5.29		5.59		6.29		6.59		7.29	7.59	8.35		8.29	8.59	9.29		10.29	11.29 <sup>M</sup> <sub>169</sub>			
5.32		6.02		6.32		7.02		7.32	8.02	9.85		8.32	9.02	9.32		10.32	11.32			
5.33		6.03		6.33		7.03		7.33	8.03	10.35		8.33	9.03	9.33		10.33	11.33			
5.35		6.05		6.35		7.05		7.35	8.05	10.99		8.35	9.05	9.35		10.35	11.35			
5.40 <sup>M</sup> <sub>149</sub>		6.10 <sup>M</sup> <sub>151</sub>		6.40 <sup>M</sup> <sub>153</sub>		7.10 <sup>M</sup> <sub>155</sub>		7.40 <sup>M</sup> <sub>157</sub>	8.10 <sup>M</sup> <sub>159</sub>	11.95		8.40 <sup>M</sup> <sub>161</sub>	9.10 <sup>M</sup> <sub>163</sub>	9.40 <sup>M</sup> <sub>165</sub>		10.40	11.40			
5.43		6.13		6.43		7.13		7.43	8.13	13.09		8.43	9.13	9.43		10.43	11.43			
5.48		6.18		6.48		7.18		7.48	8.18	14.00	D	8.48	9.18	9.48		10.48	11.48			
5.51 <sup>M</sup> <sub>151</sub>		6.21 <sup>M</sup> <sub>153</sub>		6.51 <sup>M</sup> <sub>155</sub>		7.21 <sup>M</sup> <sub>157</sub>		7.51 <sup>M</sup> <sub>159</sub>	8.21 <sup>M</sup> <sub>161</sub>	14.62		8.51 <sup>M</sup> <sub>163</sub>	9.21 <sup>M</sup> <sub>165</sub>	9.51 <sup>M</sup> <sub>167</sub>		10.51 <sup>M</sup> <sub>169</sub>	11.51 <sup>M</sup> <sub>171</sub>			
PM		PM		PM		PM		PM	PM			PM	PM	PM		PM	PM			
Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
150	30	152	32	154	34	156	36	158	160		38	162	164	166	40	168	170	42		

Southbound Trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Double Track extends from Portland to Knight.  
Yard Limits extend from East Portland to Island. Yard Limits extend from Park Place to Oregon City. Protection as per Rule 99 is required between these points.  
Block Signals are in operation between Knight and Oregon City.

Between Milwaukie and Island and between Park Place and Oregon City all trains will operate under absolute control, prepared to stop if track is occupied.

\*Nos. 150, 152 and 154 make all local stops on Sundays.

OREGON CITY DIVISION—BETWEEN OREGON CITY AND PORTLAND—NORTHBOUND

FIRST CLASS

Time Table No. 23

FIRST CLASS

FIRST CLASS											Station Numbers	Time Table No. 23	FIRST CLASS										
101	103	3	5	105	7	107	109	9	APRIL 8, 1928	111		401	113	11	115	117	13	119	121	15			
Oregon City Local	Oregon City Local	Gresham Local	Gresham Local	Oregon City Local	Bellrose Local	Oregon City Local	Oregon City Mail	Estacada Local	STATIONS	Oregon City Mail		Bull Run Local	Oregon City Local	Gresham Local	Oregon City Local	Oregon City Local	Cazadero Mail and Express	Oregon City Local	Oregon City Local	Gresham Local			
Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily		Daily		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily			
	AM 6.21	AM 6.33	AM 7.01	AM 7.05	AM 7.32	AM 7.35	AM 8.09	AM 8.35	PORTLAND	AM 8.50	AM 9.17	AM 9.20	AM 9.44	AM 9.50	AM 10.20	AM 10.31	AM 10.50	AM 11.20	AM 11.44				
	6.15	6.27	6.55	6.59	7.26	7.29	8.03	8.28	0.82 DN... EAST PORTLAND	8.43	9.10	9.13	9.37	9.43	10.13	10.24	10.43	11.13	11.37				
	AM 6.09	6.19	6.47	6.53	7.18	7.23	7.57	8.21	3.11 OAKS	8.37	9.04	9.07	9.29	9.37	10.07	10.16	10.37	11.07	11.29				
	1.27	6.05	6.15 <sup>M</sup> <sub>400</sub>	6.43	6.48 <sup>M</sup> <sub>110</sub>	7.14	7.19	7.53	1.09 GOLF JUNCTION	8.33 <sup>M</sup> <sub>116</sub>	9.00	9.03	9.25	9.33	10.03	10.12	10.33	11.03	11.25				
	1.24	6.02 <sup>M</sup> <sub>106</sub>	AM	AM 6.46	AM 7.16	7.50	AM	AM	1.08 HENDEE	8.30	AM	9.00	AM	9.30	10.00	AM	10.30	11.00	AM				
	1.23	6.01		6.45		7.15	7.49		0.26 MILWAUKIE	8.29		8.59		9.29	9.59		10.29	10.59					
	1.20	5.58		6.41		7.11	7.44		0.78 LAKEWOOD	8.25		8.55		9.25 <sup>M</sup> <sub>118</sub>	9.55 <sup>M</sup> <sub>120</sub>		10.25 <sup>M</sup> <sub>122</sub>	10.55 <sup>M</sup> <sub>124</sub>					
	1.17	5.54		6.37		7.07	7.40 <sup>M</sup> <sub>112</sub>		1.21 OAK GROVE	8.21		8.51		9.21	9.51		10.21	10.51					
	1.13	5.50		6.33		7.04 <sup>M</sup> <sub>110</sub>	7.33		1.50 NAEF	8.17 <sup>M</sup> <sub>114</sub>		8.47 <sup>M</sup> <sub>116</sub>		9.17	9.47		10.17	10.47					
	1.12	5.49		6.32 <sup>M</sup> <sub>108</sub>		7.02	7.31		0.50 ASHDALE	8.16		8.46		9.16	9.46		10.16	10.46					
	1.10	5.47 <sup>M</sup> <sub>104</sub>		6.29		6.59	7.28		0.64 MELDRUM	8.13		8.43		9.13	9.43		10.13	10.43					
	1.07	5.43		6.25 <sup>M</sup> <sub>106</sub>		6.54	7.24		0.96 GLADSTONE	8.10		8.40		9.10	9.40 <sup>M</sup> <sub>118</sub>		10.10 <sup>M</sup> <sub>120</sub>	10.40 <sup>M</sup> <sub>122</sub>					
	1.04	5.40		6.20		6.50	7.19 <sup>M</sup> <sub>110</sub>		1.14 GREEN POINT	8.05		8.37		9.07	9.35		10.05	10.35					
	12.58	5.35		6.15		6.45 <sup>M</sup> <sub>108</sub>	7.15		0.91 OREGON CITY	8.00 <sup>M</sup> <sub>112</sub>		8.32 <sup>M</sup> <sub>114</sub>		9.02 <sup>M</sup> <sub>116</sub>	9.30		10.00	10.30					
	12.55 <sup>M</sup> <sub>100</sub>	5.32 <sup>M</sup> <sub>102</sub>		6.12 <sup>M</sup> <sub>104</sub>		6.42 <sup>M</sup> <sub>106</sub>	7.10 <sup>M</sup> <sub>108</sub>		0.62 CANEMAH	7.57 <sup>M</sup> <sub>110</sub>		8.29 <sup>M</sup> <sub>112</sub>		8.59 <sup>M</sup> <sub>114</sub>	9.27 <sup>M</sup> <sub>116</sub>		9.57 <sup>M</sup> <sub>118</sub>	10.27 <sup>M</sup> <sub>120</sub>					
	AM	AM		AM		AM	AM			AM		AM		AM	AM		AM	AM					
	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily		Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily				
	101	103	3	5	105	7	107	109		111	401	113	11	115	117	13	119	121	15				

Southbound Trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Double Track extends from Portland to Knight.  
 Yard Limits extend from East Portland to Island. Yard Limits extend from Park Place to Oregon City. Protection as per Rule 99 is required between these points.  
 Block Signals are in operation between Knight and Oregon City.  
 Trains Nos. 107, 111 and 113 when taking the block at Naef will head into the south end of Concord Siding and will take the block at Concord for Oak Grove from the siding instead of the main track.

Between Milwaukie and Island and between Park Place and Oregon City all trains will operate under absolute control, prepared to stop if track is occupied.

OREGON CITY DIVISION—BETWEEN OREGON CITY AND PORTLAND—NORTHBOUND

FIRST CLASS											Station Numbers	Time Table No. 23	FIRST CLASS									
123	125	403	127	129	19	131	133	21	135	137			23	139	25	141	303	143	27	145	29	
Oregon City Local	Oregon City Local	Bull Run Local	Oregon City Local	Oregon City Mail	Gresham Local	Oregon City Local	Oregon City Local	Gresham Local	Oregon City Local	Oregon City Local	Gresham Local	Oregon City Local	Bellrose Local	Oregon City Local	Gresham Local	Oregon City Local	Stanley Local	Oregon City Mail	Gresham Local			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Sunday Only	Daily	Daily Except Sunday	Daily	Daily			
AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM			
11.50	12.20	12.31	12.50	1.20	1.44	1.50	2.20	2.40	2.50	0	0.82	3.20	3.44	3.50	4.10	4.20	4.42	4.50	5.17	5.20	5.44	
11.43	12.13	12.24	12.43	1.13	1.37	1.43	2.13	2.34	2.43	30	3.11	3.13	3.37	3.43	4.02	4.13	4.35	4.43	5.10	5.13	5.37	
11.37	12.07	12.16	12.37	1.07	1.29	1.37	2.07	2.24	2.37	42	1.09	3.07	3.29	3.37	3.54	4.07	4.27	4.37	5.02	5.07	5.29	
11.33	12.03	12.12	12.33	1.03	1.25	1.33	2.03	2.15	2.33	C 51	1.08	3.03	3.25	3.33	3.50	4.03	4.23	4.33	4.58	5.03	5.25	
11.30	12.00	PM	12.30	1.00	PM	1.30	2.00	PM	2.30	C 55	0.26	3.00	PM	3.30	PM	4.00	PM	4.30	PM	5.00	PM	
11.29	11.59		12.29	12.59		1.29	1.59		2.29	C 65	0.78	2.59		3.29		3.59		4.29		4.59		
11.25 <sup>M</sup> <sub>126</sub>	11.55 <sup>M</sup> <sub>128</sub>		12.25 <sup>M</sup> <sub>130</sub>	12.55 <sup>M</sup> <sub>132</sub>		1.25 <sup>M</sup> <sub>134</sub>	1.55 <sup>M</sup> <sub>136</sub>		2.25 <sup>M</sup> <sub>138</sub>	C 75	1.21	2.55 <sup>M</sup> <sub>140</sub>		3.25 <sup>M</sup> <sub>142</sub>		3.55 <sup>M</sup> <sub>144</sub>		4.25 <sup>M</sup> <sub>146</sub>		4.55 <sup>M</sup> <sub>148</sub>		
11.21	11.51		12.21	12.51		1.21	1.51		2.21	C 88	1.50	2.51		3.21		3.51		4.21		4.51		
11.17	11.47		12.17	12.47		1.17	1.47		2.17	C 90	0.50	2.47		3.17		3.47		4.17		4.47		
11.16	11.46		12.16	12.46		1.16	1.46		2.16	C 101	0.64	2.46		3.16		3.46		4.16		4.46		
11.13	11.43		12.13	12.43		1.13	1.43		2.13	C 112	0.96	2.43		3.13		3.43		4.13		4.43		
11.10 <sup>M</sup> <sub>124</sub>	11.40 <sup>M</sup> <sub>126</sub>		12.10 <sup>M</sup> <sub>128</sub>	12.40 <sup>M</sup> <sub>130</sub>		1.10 <sup>M</sup> <sub>132</sub>	1.40 <sup>M</sup> <sub>134</sub>		2.10 <sup>M</sup> <sub>136</sub>	C 124	1.14	2.40 <sup>M</sup> <sub>138</sub>		3.10 <sup>M</sup> <sub>140</sub>		3.40 <sup>M</sup> <sub>142</sub>		4.10 <sup>M</sup> <sub>144</sub>		4.40 <sup>M</sup> <sub>146</sub>		
11.05	11.35		12.05	12.35		1.05	1.35		2.05	C 133	0.91	2.35		3.05		3.35		4.05		4.35		
11.00	11.30		12.00	12.30		1.00	1.30		2.00	C 139	0.62	2.30		3.00		3.30		4.00		4.30		
10.57 <sup>M</sup> <sub>122</sub>	11.27 <sup>M</sup> <sub>124</sub>		11.57 <sup>M</sup> <sub>126</sub>	12.27 <sup>M</sup> <sub>128</sub>		12.57 <sup>M</sup> <sub>130</sub>	1.27 <sup>M</sup> <sub>132</sub>		1.57 <sup>M</sup> <sub>134</sub>		0.62	2.27 <sup>M</sup> <sub>136</sub>		2.57 <sup>M</sup> <sub>138</sub>		3.27 <sup>M</sup> <sub>140</sub>		3.57 <sup>M</sup> <sub>142</sub>		4.27 <sup>M</sup> <sub>144</sub>		
AM	AM		AM	PM		PM	PM		PM		PM			PM		PM		PM		PM		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily Except Sunday	Daily	Sunday Only	Daily	Daily Except Sunday	Daily	Daily		
123	125	403	127	129	19	131	133	21	135		137	23	139	25	141	303	143	27	145	29		

Southbound Trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Double Track extends from Portland to Knight.  
Yard Limits extend from East Portland to Island. Yard Limits extend from Park Place to Oregon City. Protection as per Rule 99 is required between these points.  
Block Signals are in operation between Knight and Oregon City.

Between Milwaukie and Island and between Park Place and Oregon City all trains will operate under absolute control, prepared to stop if track is occupied.

OREGON CITY DIVISION—BETWEEN OREGON CITY AND PORTLAND—NORTHBOUND

FIRST CLASS											Station Numbers	Time Table No. 23 APRIL 8, 1928	FIRST CLASS										
147	31	149	33	151	405	153	37	155	305	157			159	161	43	163	165	167	45	169	171		
Oregon City Local	Bellrose Local	Oregon City Local	Cazadero Mail and Express	Oregon City Local	Bull Run Local	Oregon City Local	Gresham Local	Oregon City Local	Cazadero Local	Oregon City Local			Oregon City Local	Oregon City Local	Gresham Local	Oregon City Local	Oregon City Local	Oregon City Local	Gresham Local	Oregon City Local	Oregon City Local		
Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
PM 5.50	PM 6.10	PM 6.20	PM 6.31	PM 6.50	PM 7.13	PM 7.20	PM 7.44	PM 7.50	PM 8.02		PM 8.20	PM 8.50		PM 9.44	PM 9.50		PM 10.50	PM 11.29	PM 11.58				
5.43	6.02	6.13	6.24	6.43	7.06	7.13	7.37	7.43	7.55	0	DN 8.13	8.43		9.37	9.43		10.43	11.22	11.51				
5.37	5.54	6.07	6.16	6.37	6.58	7.07	7.29	7.37	7.49	30	3.11	8.07	8.37	PM 9.29	9.37	PM 10.37	11.14	11.45	PM 12.29				
5.33	5.50	6.03	6.13 <sup>M 32</sup>	6.33	6.54	7.03	7.25	7.33	7.45	42	1.09	8.03	8.33	9.03	9.25	9.33	10.03	10.33	11.10	11.41	12.29		
5.30	PM	6.00	PM	6.30	PM	7.00	PM	7.30	PM	C 51	1.08	8.00	8.30	9.00	PM 9.30	10.00	10.30	PM 11.38	12.26				
5.29		5.59		6.29		6.59		7.29		C 55	0.26	7.59	8.29	8.59		9.29	9.59	10.29		11.37	12.25 <sup>M 100</sup>		
5.25 <sup>M 150</sup>		5.55 <sup>M 152</sup>		6.25 <sup>M 154</sup>		6.55 <sup>M 156</sup>		7.25 <sup>M 158</sup>		C 65	0.78	7.55 <sup>M 160</sup>	8.25 <sup>M 162</sup>	8.55 <sup>M 164</sup>		9.25 <sup>M 166</sup>	9.55	10.25 <sup>M 168</sup>		11.33	12.20		
5.21		5.51		6.21		6.51		7.21		C 75	1.21	7.51	8.21	8.51		9.21	9.51	10.21		11.29 <sup>M 170</sup>	12.16		
5.17		5.47		6.17		6.47		7.17		C 88	1.50	7.47	8.17	8.47		9.17	9.47	10.17		11.24	12.12		
5.16		5.46		6.16		6.46		7.16		C 90	0.50	7.46	8.16	8.46		9.16	9.46	10.16		11.23	12.11		
5.13		5.43		6.13		6.43		7.13		C101	0.64	7.43	8.13	8.43		9.13	9.43	10.13		11.20	12.07		
5.10 <sup>M 148</sup>		5.40 <sup>M 150</sup>		6.10 <sup>M 152</sup>		6.40 <sup>M 154</sup>		7.10 <sup>M 156</sup>		C112	0.96	7.40 <sup>M 158</sup>	8.10 <sup>M 160</sup>	8.40 <sup>M 162</sup>		9.10 <sup>M 164</sup>	9.40 <sup>M 166</sup>	10.10		11.17	12.04		
5.05		5.35		6.05		6.35		7.05		C124	1.14	7.35	8.05	8.35		9.05	9.35	10.05		11.13	12.00		
5.00		5.30		6.00		6.30		7.00		C133	0.91	7.30	8.00	8.30		9.00	9.30	10.00		11.08	11.56		
4.57 <sup>M 146</sup>		5.27 <sup>M 148</sup>		5.57 <sup>M 150</sup>		6.27 <sup>M 152</sup>		6.57 <sup>M 154</sup>		C139	0.62	7.27 <sup>M 156</sup>	7.57 <sup>M 158</sup>	8.27 <sup>M 160</sup>		8.57 <sup>M 162</sup>	9.27 <sup>M 164</sup>	9.57 <sup>M 166</sup>		11.05 <sup>M 168</sup>	11.53 <sup>M 170</sup>		
PM		PM		PM		PM		PM				PM	PM	PM		PM	PM	PM		PM	PM		
Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sunday Only			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
147	31	149	33	151	405	153	37	155	305			157	159	161	43	163	165	167	45	169	171		

Southbound Trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Double Track extends from Portland to Knight.  
Yard Limits extend from East Portland to Island. Yard Limits extend from Park Place to Oregon City. Protection as per Rule 99 is required between these points.  
Block Signals are in operation between Knight and Oregon City.

Between Milwaukie and Island and between Park Place and Oregon City all trains will operate under absolute control, prepared to stop if track is occupied.

SPRINGWATER DIVISION—BETWEEN GOLF JUNCTION AND CAZADERO—SOUTHBOUND

FIRST CLASS

Time Table No. 23

APRIL 8, 1928

STATIONS

FIRST CLASS

Table with columns for station numbers (2, 300, 4, 400, 6, 8, 10, 402, 12, 14, 16, 18, 20, 22, 404, 24, 26, 28, 30, 32, 34, 302, 36, 38, 40, 42) and rows for departure times and station names. Includes a 'Distance from Golf Junction' column.

Single Track between E. 17th and E. 13th Sts. (Golf Jct.) and between Lents Jct. and Arnaud is governed by vision. Trains will operate at no greater speed than 10 miles per hour between these points.

Southbound passenger trains will consume not less than six minutes, and southbound freight trains not less than ten minutes between Boring and Barton.

Southbound Trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Block Signals are in operation between East 17th Street and Gresham.





BULL RUN DIVISION—BETWEEN LINNEMANN AND BULL RUN

SOUTHBOUND—FIRST CLASS

Time Table No. 23

NORTHBOUND—FIRST CLASS

SOUTHBOUND—FIRST CLASS			Distance from Portland	STATIONS	Station Numbers	NORTHBOUND—FIRST CLASS			
404	402	400				401	403	405	
Bull Run Local	Bull Run Local	Bull Run Local		APRIL 8, 1928			Bull Run Local	Bull Run Local	Bull Run Local
Daily	Daily	Daily		STATIONS			Daily	Daily	Daily
			0.00	PORTLAND					
PM 3.45	AM 8.45			14.84		AM 9.17	PM 12.31	PM 7.13	
4.37	9.40	AM 6.43	14.84	R. LINNEMANN	138	8.31	11.40	6.19	
				2.06					
4.45	9.45	6.47	16.90	RUBY JUNCTION	T 19	8.26	11.34	6.14	
				1.59					
4.50	9.50	6.50	18.49	BRESHAM	H158	8.22	11.30	6.10	
				1.43					
4.53	9.53	6.53	19.92	POVELL VALLEY	H172	8.17	11.25	6.05	
				1.31					
4.56	9.56	6.55	21.23	WELCHES	H185	8.14	11.21	6.01	
				0.97					
4.59	9.59	6.57	22.20	GILLIS	H195	8.12	11.19	5.59	
				0.85					
5.02	10.02	6.59	23.05	ORIENT	H204	8.10	11.17	5.57	
				0.86					
5.04	10.04	7.01	23.91	PLEASANT HOME	H212	8.08	11.15	5.55	
				0.51					
5.06	10.06	7.03	24.42	SCENIC	H217	8.06	11.13	5.53	
				1.04					
5.09	10.09	7.05	25.46	COTTRELL	H228	8.03	11.10	5.50	
				1.83					
5.15	10.15	7.11	27.29	MABERY	H246	7.57	11.04	5.44	
				1.79					
5.21	10.21	7.17	29.08	BARABOO	H263	7.51	10.57	5.38	
				0.50					
5.24	10.24	7.20	29.58	DODGE PARK	H268	7.49	10.55	5.35	
				1.29					
5.30 <sup>M</sup> <sub>405</sub> PM	10.30 <sup>M</sup> <sub>403</sub> AM	7.25 <sup>M</sup> <sub>401</sub> AM	30.87	DR. BULL RUN	H281	7.45 <sup>M</sup> <sub>400</sub> AM	10.50 <sup>M</sup> <sub>402</sub> AM	5.30 <sup>M</sup> <sub>404</sub> PM	
Daily	Daily	Daily				Daily	Daily	Daily	
404	402	400				401	403	405	

Southbound Trains are superior to trains of the same class in the opposite direction. (See Rule 72.)  
 Southbound Passenger Trains will consume not less than 12 minutes between Cottrell and Sandy River Bridge, Baraboo.

## SPECIAL RULES FOR GOVERNMENT

Rules and Regulations governing employes of the Transportation Department, effective June 1, 1923, are issued in book form. Every employe whose duties are in any way prescribed by these rules must have a copy at hand when on duty.

In all cases of doubt or uncertainty, the safe course must be taken and no risks run.

1. **South-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.**
2. All trains must approach crossover "C" and the switch leading to passenger unloading platform at Oaks, under full control and not proceed until the track is seen to be clear.
3. Switches at Golf Junction must be kept set for Oregon City division trains.
4. At Lakewood switches are set for Northbound trains to run through the passing track.
5. **Registering Stations.**  
All trains will register at Linnemann.  
All trains will register at their turn around, or initial and terminal stations, excepting at First and Alder, Portland.

Conductors of all extra trains will call Dispatcher at Golf Junction. Conductors of all regular trains will call Dispatcher at Golf Junction if three or more minutes late.

Conductors of all trains on Springwater Division will call Dispatcher at Eagle Creek, Boring and Linnemann.

Conductors of all trains on Bull Run Division will call Dispatcher at Pleasant Home and Linnemann.

6. **Bulletin Boards.**  
East Portland, Golf Junction, Linnemann and Estacada.
7. **Standard Clocks.**  
Dispatchers' Office, East Portland.
8. **Watch Inspectors.**  
Al. W. Field, Portland.
9. **Yard Limit Boards.**  
East Portland - Island, Park Place - Oregon City, Lents Junction, Linnemann, Gresham, Boring, Barton, Estacada, Faraday, Cazadero, Bull Run—Baraboo.

## LIST OF STATIONS WITH

### WATER FRONT AND CENTER ST. SHOPS

East Portland  
Crown-Willamette Spur  
River Front Storage and E. & W. Log Roll  
Ross Island  
P. E. P. Log Roll  
Bear Creek Log Roll  
The Oaks  
Chutes  
East Side Box  
Oregon Door Spur  
Brewery Spur  
Golf Junction  
Center St. Shops

### OREGON CITY DIVISION:

Overlinks  
Hendee  
Milwaukie  
Scotts Spur  
Lakewood  
Courtney } Spur extends  
St. Theresa } Courtney to  
Oak Grove } Oak Grove  
Concord  
Naef Siding  
Boardman  
Meldrum  
Gladstone  
Park Place  
Abernathy  
Green Point  
Oregon City House Track  
Oregon City  
Canemah  
Canemah—S. P. Transfer

### Station Number

0  
9  
10  
15  
20  
25  
30  
33  
35  
38  
40  
42  
S21  
  
C46  
C51  
C55  
C56  
C65  
  
C75  
C80  
C88  
C90  
C101  
C112  
C113  
C115  
C124  
C125  
C133  
C139  
C141

### SPRINGWATER DIVISION

Ardenwald  
Stanley  
Bell No. 2  
Bell No. 1  
Kendall  
Dwyer's Spur  
Lents Junction  
Arnaud  
Bellrose  
Sycamore  
Jenne  
Linnemann Junction  
Pipe Siding  
Gresham  
Hogan  
Anderson  
Hoover Spur  
Haley  
Summit Spur  
Boring  
Siefer  
Barton  
Deep Creek  
Suttles Spur  
Eagle Creek  
Cedarbrook  
Alspaugh  
Millers Spur  
Currinsville  
Morrow  
River Mill  
Estacada  
Wills Spur  
Faraday  
Cazadero

# CAPACITY OF SIDINGS AND SPURS IN 40 FOOT CARS

10.

RIVER FRONT:	No. of 40 ft. Cars	SPRINGWATER DIVISION (Continued)	No. of 40 ft. Cars	SPRINGWATER DIVISION (Continued)	No. of 40 ft. Cars
Ross Island Spur	15	Stanley Siding	13	Currinsville Siding	13
Bundy's Siding	21	Bell Spur No. 1	12	Morrow Spur	2
River Front	60	Bell Spur No. 2	25	River Mill	30
P.E.P. Log Roll	55	Bell Siding	16	Estacada—Standard Oil Spur	15
Bear Creek Log Roll	50	Kendall Siding	14	Estacada—Cross Arm Spur 1	4
Oaks Siding	12	Kendall—Standard Oil Spur	9	Estacada—Cross Arm Spur 2	4
Oaks Loop	20	Kendall—Union Oil Spur	7	Estacada Storage Track	10
Oaks Loop Spur	6	Lents Jct. Dwyer's Spur	37	Estacada Dock	10
Chutes—Trestle	8	Lents Jct. Siding No. 1	29	Estacada Team	5
Chutes—East Track	6	Lents Jct. Siding No. 2	24	Estacada Siding	12
Chutes—West Track	6	Arnaud Siding	20	Estacada—K Spur	8
Chutes—Lead	4	Bellrose Siding	44	Wills Siding	8
East Side Box	4	Sycamore Siding	10	Cazadero Siding	20
Oregon Door Spur	8	Jenne Siding	16		
Brewery Spur	8	Linnemann Scale	16		
		Linnemann Team	12		
		Linnemann Siding	8		
		Pipe Spur	10		
		Gresham O.W.P. Siding	13		
		Gresham O.W.P. House	4		
		Hogan Team Track	4		
		Hogan Brick Track	8		
		Anderson Siding	34		
		Hoover Siding	13		
		Haley Siding	11		
		Summit Spur	17		
		Boring—Morgans Spur	20		
		Boring—House Track	20		
		Boring—Wood Yard	11		
		Siefer Spur	3		
		Barton Siding	12		
		Barton Team Track No. 1	5		
		Barton Team Track No. 2	3		
		Deep Creek Siding	16		
		Deep Creek Main Line— To County Road	22		
		Suttles Siding	12		
		Eagle Creek Siding	32		
		Cedarbrook Spur	14		
		Alspaugh Spur	2		
		Millers Spur	10		

  

OREGON CITY DIVISION:	No. of 40 ft. Cars	BULL RUN DIVISION:	No. of 40 ft. Cars
Overlinks	2	Ruby Siding	12
Hendee Siding	4	Neals Pit	11
Milwaukie Siding	7	Beaver State Siding	26
Scotts	14	Gresham Mt. Hood—House	18
Lakewood Siding	5	Gresham Mt. Hood—Cannery	5
Oak Grove Siding	45	Gresham—Standard Oil Spur	4
Concord Siding	28	Gresham—Union Oil Spur	2
Naef Siding	18	Welches Spur	6
Ashdale Siding	4	Gillis Spur	5
Meldrum Siding	6	Orient Spur	7
Hull Avenue Team	2	Pleasant Home—Team	4
Gladstone Siding	9	Pleasant Home Siding	27
Park Place Siding	24	Scenic Spur	5
Abernathy Siding	27	Cottrell Spur	5
Green Point Siding	30	Beers Spur	2
Oregon City Freight House	5	Mabery Spur	5
		Baraboo Spur	10
		Dodge Park Siding	7
		Cameron Spur	9
		Bull Run Siding	6
		Bull Run—Power House Spur	18
		Bull Run—Track 1	5
		Bull Run—Track 2	5
		Bull Run—Track 3	9

  

SPRINGWATER DIVISION:	No. of 40 ft. Cars
Golf Jct. Sub. Spur	8
Golf Jct. Siding	24
Ardenwald Siding	9

### LIST OF SURGEONS

R. E. A. SOMMER, Chief Surgeon, Electric Bldg., Portland, Ore.  
 R. H. H. HUGHES, Gresham, Ore.  
 R. H. S. MOUNT, Oregon City, Ore.  
 R. W. W. GILBERT, Estacada, Ore.

### TRAIN DISPATCHERS

V. G. HOGG - - - Chief Train Dispatcher  
 O. W. KELLY - - - Train Dispatcher  
 J. J. METHVEN - - - Train Dispatcher

**Q. ADAMS**  
Trainmaster

**H. G. KEENEY**  
Terminal Trainmaster